## COLD AND SNOW.

Frigeric Wave from the Arctic Regions to the Gulf.

GOTHAM SHIVERING IN ULSTERS.

River Communication Interrupted by Ice Fices.

TEMPERATURE THROUGHOUT THE COUNTRY

ness Suspended.

PEOPLE FROZEN TO DEATH.

odied in these words! Blue faces, purple lips, red noses, shivering bodies rushing frantically through the streets to escape the stinging cold, treet car travel, and a general descriton of the streets other features of extreme frigid weather re all told in the few words, "New York at zero." Not for three years had such cold been experienced ere as visited New York yesterday. On the 10th of anuary, 1875, the thermometer stood at five below ero. Yesterday it was at zero at Hudnut's at six o'clock in the morning, and at places more exposed, in the upper part of the city, it n several degrees below zero. At a Liberty this extracritinary degree of cold was very great.

Many people—particularly those residing in frame the upper part of the city and at exposed orners-were rudely awakened out of their sleep as early as three or four o'clock in the morning when perfect sheets of cold from which there seemed no STRANGE DOMESTIC INCIDENTS.

gusty wind that kept banging shutters and doors endered sleep to many who were specially sensitive utterly impossible. The snapping of the ead of a nail in the outer framework by the frost of a pistol. To the sickly, the weak, the delicate, the scent, this Arctic cold came like a perfect scourge. Husbands and fathers and brothers had to rise in the dense darkness of these ghostly hours and move bedsteads close to the fires, as their occupants were declaring that they ere "perishing" with the cold. One man, to the ige of the writer, who occupied a corner frame house standing on quite a small hill in Yorkwille, got up at four o'clock, went down stairs and fetched his ulster, in which he wrapped himself up reight of the heavy garment prevented him from remely sensitive to cold, had her head wrapped up in a shawl during the whole night, and still she felt made her entire face ache with neud in despair, and, muffling herself in double blankets, came down to the big fire already lighted in the not exist in this icehouse. "Oh, anything to get warm!" she mouned. "Take me anywhere where I said had she been at Breckenridge, Minu., where the temperature was reported as being at eight deed, New York was probably the warmest place within a radius of many miles, and nearly everybody orted that it was much colder at his home than it New York. Mr. Hudnut, the druggist, for instance, gaid that at his country house, in Orange, N. J., the thermometer had even gone down to 10 degrees below

Hats told which way the wind blew. Unsuspecting men, with their cold hands buried deep in the uister pockets, suddenly turned a corner, and as suddenly their hats flew down the street. Foolish men gave chase to their absconding property, while wise men waited patiently until some kindly disposed pedestrian stopped the flying hat and returned it with s good-natured smile. Running after hats was not unattended with great risk to life and limb, for the ground had just enough hard snow upon it to be treacherous, and he who started out with as much confidence in his foothold as one has in July came into intimate contact with the sidewalk. The wind whistled around the corner of Fourteenth street and University place with such colonce that persons who attempted to stand on the street. Ladies in ulsters looked like umbrellas blown wrong side out. Veils detached themselves from where they waved in defiance until cut into shreds. It was a bad day for Gainsborough hats. The wind took them broadside with such force that little kidgloved hands were compolled to leave their warm muffs and cling to the fluttering mass of felt and teathers. Comparatively few ladies ventured out, and certainly those who went out once did not venture a second time. Misery loves company, and misery enjoyed itself to its heart's routent yesterday. Everybody was suffering from the same cause. No one could say to another, "Oh, your nose is red!" for the other could return the compliment. Men turned up their ulster collars and ran sideways, with their heads bent down, while the skirts of their coats acted as sails, which whisked them along at a rapid transit rate. There were plenty of rosy checks on Broadway, and plenty of rosy-tipped cars. Some of the ladies did not look badly, but others had a pinched and irozen look that was not becoming. And the men, with white frost clinging to their beards and mustaches and their eyes red, looked as though it would take at least an hour before a blazing fire to thaw them out.

ROW THE POOR BORE IT.

The liveried coachmen shrank into the depths of their long far capes, but did not dare to move a muscle, while the less aristocratic Jehus from street stands beat their bodies with their brawny arms and blew white breath upon their benumbed finger tips. Car drivers danced impromptu breakdowns on their narrow platforms, while committee down their tur caps. If people with plenty of wraps found it hard to keep warm, what about the people without! Half clothed children shivered in protecting doorways or had their scant draperies almost tour from their naked limbs. The wind played strange freaks. It blew hand carts down the street from in front of grocerymen's doors and tore signboards from their naked limbs. The wind played strange freaks. It blew hand carts down the street from in front of grocerymen's doors and tore signboards from their naked limbs. The wind played strange freaks. It blew hand carts down the street from in front of grocerymen's doors and tore signboards from their took them broadside with such force that little kidgloved hands were compelled to leave their warm

Frenze, freeze, then histor sky.
That doet not bite so night
As benefits forgot:
Though then the waters warp.
Thy sting is not so sharp
As friend remembered not.

Thy sing is not so sharp

As friend remembered net.

DELAYS ON THE "L" ROADS.

Fortunate indeed was the New Yorker who could say that this was just the right sort of weather for him. But to every one who was sufficiently insensible and hardy to make such a declaration there were at least a hundred who entered their offices from the streets with faces all nipped up, and watering eyes and chattering teeth and rubbing hands and stampling feet. The horse cars were the veriest ice carts, and everybody who could possibly syod them did so. Nevertheless, many people were absolutely compelled to resort to them owing to the delays on the "L" railways. The trains on the Third avenue "L" ran very irrogularly, owing to many engines having been "frozen up" during the night, and during the forenoon hardly any trains ran below Franklin square, thus compelling hundreds of business men to walk in the cutting wind down to their pilices, near Fulton street, Hanover square, or the Battery, and it is prolighly no exaggeration to say that many would gladly have paid their fare five times over to have escaped this cruel exposure. The insufficient supply of vater at South feery station rendored it impossible to water the engines there, and went of the residents around the Battery had left their faucula.

open to prevent the freezing of their pipes. The amount of misery caused by this unexpected stopping of the Third Avenue "L" at Franklin square could hardly be estimated. The manager said, however, that the only way of obviating the difficulty in the future was for the Department of Public Works to provide a better water supply here by an increase of the mains. The cars not being heated, it was quite funny to listen to the perfect chorus of loudly drumming feet which the chilled and wretched passengers riotously kept up all the way. Vice President Bishop, of the New York "L," said he was in hopes that the problem of heating the cars successfully by steam would soon be solved, in spite of the present faffure of the system. On the Ninth avenue "L" hardly any trains were run during the first two hours in the morning, owing to the freezing of the pipes at Fifty-minth street, where the engines are watered, and the latter had to be taken to Thirty-fourth street to be watered. The Sixth avenue "L" fortunately experienced only very trifling delays, and the luxury of its nicely warmed cars was never more gratefully appreciated by its 60,000 daily passengers than yesterday, when the soft, genial heat seemed to many coming chilled to the bone out of the ley cold like being newly called to life, while the Sixth avenue horse cars maintained the temperature of so many ice wells. "Isn't this glorious?" "Hurrah! this is splendid." "By Jove, this is good;" these and a hundred other outbursts of gratification could be heard from the half frozen passengers as they came rushing, with heads all muffled up, into the cars and "thawed," as it were, under their pleasant heat. The stations were also comfortably warmed, and the whole line of the Sixth avenue "L" seemed like a sunny oasis in the Siberia of New York. The tracks on the three "L's" were all in fair order, and the rails were only all the smoother from the snow fall, so that httle delay would have arisen on the Third or Ninth avenue "L's" but for the freezing of engines and pi

One huge cake, aimost large enough to be called a floe, especially attracted the reporter's attention. It had come down from beneath the Palisades or the heights of Weehawken during the night and anchered off Bedlee's Island in the morning just in time for high water. By daylight it was trying to creep up the East River. Unfortunately for its ambitious pretensions, the receding tide resisted its untoward tendencies, and so the greater part of the day was spent in breasting the contrary waters. Nightrall found it dashing itself to pieces against the waves it had so vainly fought, for, bent upon going to sea as it was, it neither succeeded in reaching the occan by the way of Hell Gate and the Sound nor in getting out by the Narrows.

But the coves on the East River, all the way up to Astoria, gave evidence that many ice floes which had come down from the Hudson the day before were more successful in penetrating the waters of Wallabout and Gowanus and Kip's bays than this unfortunate piece of crystal which captivated the reporter's fancy. In spite of a current so rapid that it would not permit the broken ice to freeze together up and up went floe after floe, filling all the watery recesses to the eastward, of which New Yorkers know about as much as they know of Lake Tauganyka and the Albert and Victoria Niyaniza. And down again they came, forced back by the receding tide, like a flock of wild geese, pointed at the base, but spreading out into a nalf inverted V, and so penetrating ferry slips and obstructing the ferryboats. As it was high water at Hell Gate very early in the morning, the receding ice caught the earlier passengers crossing from Long Island to New York. Those who had occasion to cross before daylight found the passage very much impeded by the floating ice, and many of the boats made several ineffectual attempts before they were able to eater their slips. The detentions were exceedingly annoying, and a good deal of profane language mingled with the wild music of the howling winds.

tentions were exceedingly annoying, and a good deal of profane language mingled with the wild music of the howling winds.

FORTCHARE FERRIES.

The singular feature about the day's interruptions was that while one terry was enabled to run its hoats on schedule time, another in an adjoining slip was unable to send out more than one beat in an hour. On the East River, for instance, the Catharine Street Ferry was not subject to any serious interruption, while the Boosevelt street boats in several instances were unable to enter their slip and the Newada was compelled to land her passengers at Catharine street. Furning the morning the passengers by the Roosevelt street ferry had very lively experiences. The boats ran very irregularly, owing to the dathculty of entering the slip on either side, and by eight o clock a large growd of people had collected in the Brooklyn terry house. As a matter of course the waiting room was too small to accommodate all who wished to cross, and many persons were compelled to stand outsale the ferry house exposed to the bitting wind. Frost-bitten ears and toes, tingling fingers and redujent noses were consequently a common experience. With the tenacity for which Amorecans are romarkable when the elements are against them, most of the passengers quietly endured the miseries to which they were subjected, and even when they got aboard the outgoing least their sufferings did not end. The lalabo, for instance, which left the Brooklyn side at half-past eight, carried many passengers who had been waiting in the cold for a long time. The caturs were filled to suffice tion and those who could not find accommodation inside were compelled to remain outside among the vehicles. The bitter winds and the flying frozen spray made the orden a very trying one, especially as the trip was accomplished with difficulty. When the Idaho, with her frequire of half frozen animantly reached this side of the river, she found it imposable to enter her slip on account of the ice, and it was only reached the first he

sweeping the cables of the Brooklyn Bridge accom-panied the rocking of the boat with a most uncarful music." The only serious inconvenience exper-enced by the Fulton ferry boats was in the exeming when the very low water made it difficult to tak mimals aboard.

At the Wall street ferry the ice did not occasion much serious inconvenience in the early part of the

slip to prevent the ice and wind from injuring ber. As with the Fulton ferryboats considerable trouble was experienced by trucks in passing aboard the boats on the steeply inclined bridges.

ON THE NORTH RIVER.

The boats on the North River experienced even greater difficulty than on the East River, owing to the greater quantities of drift ice in the stream and the slips. The ferryboats plying between Jersey City and Hoboken and the city ran only at irregular intervals. The Pavonia ferry, more fortunate than the others in having fewer large cakes in front of their slips, ran the Chambers street boats with only a slight variance in the usual time, there being only one round trip missed during the day. The Twenty-third street boats ran about once an hour and at nine o'clock P. M. were stopped for the night. Trains on the Erie going westward were all delayed by the boats from five minutes to half an hour. The Hoboken boats ran regularly up to noon, but after that time the boats were unable to make round trips in quicker time than an hour and a half, later in the day this delay being greater. The Fennsylvania Railroad boats suffered more than those on any other ferry. The ferryboat Newark, which left Jersey City at twenty-five minutes past ten A. M., became obstructed in the slip at Cortlandt street wene within twenty yards of the pier and remained there for five hours. The John H. Starin shortly after stuck in the ice directly in front of the Cortlandt street slips and prevented the ferryboat Newark and took off her passengers. At three o'clock several tugs were sent to the assistance of the Newark and suc-eeded in towing her through the ice back to Jersey City, where the half trozen horses were taken off and the boat was hald up. At three o'clock the ferryboat New Branswick left Jersey City for Cortlandt street last night. The Desbreases street boats during the night ran pretty regularly. All trains on the Pennsylvania road were delayed.

For the First Time in Twenty-kioht reans.

The pilot of the ferryboat Newar

The scenes at the Cortlandt street ferry after the boats ceased running were of an exceedingly lively character. The waiting rooms and even the street in front or the ferry house were filled with people. "They were packed as close misde as sardines in a box," said the ticket agent to a HERALD reporter last night, "and if we had not received instructions to send all passengers to Desbrosses street I believe they would be waiting here still." It is estimated that as many as six thousand were turned away from the Cortlandt street ferry after the boats ceased running. At Barclay street the principal interest centred in the long lines of vehicles which were awaiting transportation. "I believe they are not going to take us over to-night," said one driver to another, and while they looked wistfully into the slip where a boat was receiving passengers

tive precincts:— Precinct. Males. Females Precinct. Males. Fem First 3 0 Nineteenth 18 Fourth 28 Twentieth 8 Fifth 7 3 Twenty-first 30 Seventh 7 6 Twenty-second 13 Eighth 0 6 Twenty-third 5	
First	ial
Fourth	
Fifth	
Seventh 7 6 Twenty-second 13 Eighth 0 6 Twenty-third. 5	
Eighth 0 6 Twenty-third., 5	
Ninth 6 8 Twenty-sixth	
Tenth 37 17 Twenty-sev'nth 17	
Eleventh 0 14 Tweaty-eighth	
Twelfth 11 1 Twenty-ninth 14	16
Thirteenth 3 0 Thirtieth	100
Fourteenth 25 17 Thirty-first 7	
Fifteenth 33 15 Thirty-second. 3	
Nixteenth 1 11 Thirty-third 1	34
Seventeenth 0 17 Thirty-fourth. 3	100
Eighteenth 12 10	16

THE DAY'S CASUALITIES.

Mary Funderlein, aged forty-five, residing at No. 547 Fifth street, fell on the sidewalk and broke her wrist. She was attended to at the Seventeenth precinct station house, and left for home.

George Douglas, of No. 134 East Fourteenth street, fell in front of No. 292 Broadway and fractured his right hip. He was sent to the Chambers Street Hospital.

the right arm and injuries to the right leg, received by failing on the sidewalk. He was taken to Bellevue Hospital.

John Walsh, a laborer, residing in 154th street, near the Boston road, was found early yesterday morning wandering through Mulberry street by Officer Gilhooly, of the Fourteenth precinct. The policeman took him to the Mulberry street station house, where it was discovered that he had been frost-bitten about the face and hands. He was removed to Bellevue Hospital.

Some twenty-six cases of frost-bite were treated at the Chambers Street Hospital. Among them were six employes of A. T. Stewart & Co. and a number of policemen.

SIONS CAUSED BY THE COLD SNAP-A NUMBER

OF PEOPLE PROSTRITTEN. Shortly before nine o'clock in the morning a loud explosion occurred in the plumbing shop of John A. Scollay, No. 76 Myrtle avenue, Brooklyn. The steam radiator exploded with such force that a portion of the front of the store was blown out, the apparatus in question was shattered in pieces and the stock was Scollay, aged twenty-one years, son of the proprietor, who was sented in the store at the time, was struck on the shoulder with a piece of the flying metal and was also scalded about the feet. William Simpson and John Conselves were also scalded, but not se the extent of about \$300.

About half-past five o'clock yesterday morning one of the steam pipes of the range in the kitchen of St. Catherine's Hall, No. 286 Washington avenue, explosted with a report that terrified the occupants of the building. Bertha Mangell, a domestic, who was engaged in lighting the fire at the time, was severely burned about the face and arms. The damage amounts to about \$100.

A similar socident occurred at the residence of Mr. Cheries Donant, corner of Park and Kent avenues, where damage amounting to about \$400 was caused, the range being destroyed as well as several articles in the kitchen. The exploatons were caused by the generation of heat while the water backs of the ranges were frozen.

John Ward, aged fifty-five years, residing at No. 101 Walworth street, Brooklyn, was found at a late hour on Thursday night lying on the corner of Nostrand avenue and Dean street, by Officer Gibson, suffering from the effects of the excessively cold weather. He was under the influence of liquor at the time. On being taken to the City Hospital it was discovered that his hands, feet and ears were frostbitten.

Frank Reymour, forty years of age, residing at No. 142 Classon avenue, was found at an early hour in the morning on Myrtle avenue, near Walworth street, with his hands frozen. He was removed to St. Catherine's Hospital.

James Dougherty, of No. 136 Ryerson street, was found by a peliceman on Willougaby avenue, almost frozen to death. His hands were frostbitten and bleeding. He was under the influence of higher for intoxication, but was sent to the City Hospital.

Exacting are all closed to naviga-

IN JERSEY-THE THERMOMETER FALLS TO TEN

DEGREES BELOW ZERO.

Except during the middle of the day the str wark were almost deserted, because of the biting casioned by the freezing of the aquestical water. Trains were delayed on all the railroads, out chiefly in consequence of the ice blockade at the ferries.

It was reported last night that a brakeman on the Central Railroad of New Jersey, had been frozen to death. A reporter at Elizabeth, where it was said the man lived, traced as well as he could three rumors of such a case. One rumor related to a man named Opdyke, who lives somewhere on the road toward Pound Brook, who merely had his finger the numbed, and when the report was issued he was comfortably seated at his fireside resting before resuming his work. Another rumor related to a man named Oscar Berry, also a brakeman on the Central New Jersey Railroad, who, it was said was frozen to death. But this rumor was set at rest by his brother-in-law, a conductor on the Central road, with whom the writer conversed. The third rumor was the mest indefinite. It matter named nor located the man who was said to have been frozen. All that could be gleaned about it was that the deceased was a brakeman on the Pennsylvania Central Railroad; that he was attached to a freight train which had no caboose; that while walking along the roof of the cars from the rear to the engine he fell off, and that when round the body was stiff. Who he was, where he halled from, it was not possible to ascertain. At Elizabeth the three rumors were believed by railroad men to refer to the case of Opdyke, about whom the report was first circulated.

JERSEY-BOATS FAST IN THE ICE-A NIGHT

WATCHMAN BLOWN INTO THE RIVER. (BY TELEGRAPH TO THE HERALD. 1

MATAWAN, Jan. 3, 1879. ing across Monmouth county with terrible force, and the weather is so intensely cold that all out door wan and it has been very little above zero throughout the entire day. At eight o'clock to-night the

wind is still blowing a gale and there is no perceptible change in the temperature.

FAST IN THE ICE.

Raritan Bay is full of lee and no boats are attempting to force a passage through. The steamer Mattewan is fast in the ice about seventy-five yards from her dock at Keyport, and all'efforts to move her have thus far failed. She has been in this position since last night. The New Jersey Southern boats have discontinued their trips and remain at the Sandy Hook dock. Passengers from this road go over the New Jersey Central from Long Branch.

BLOWN INTO THE HIVER.

Charles Stancker, night watchman on the mammoth drawbridge across the Raritan River at South Amboy, was blown from the bridge into the river last night. He was discovered by other hands employed on the bridge, and, after remaining in the water some thirty minutes with the thermometer at zero, he was pulled out in a thoroughly benumbed and exhausted condition.

OUTDOOR WORK SUSPENDED AT LONG BRANCH-

The westerly gale, which commenced about three P. M. yesterday has not subsided in the least. The cold is so intense that all out of door work is suspended. This morning at seven o'clock the ther-mometer indicated six degrees below zero. There has been some moderation during the day, but it is now growing colder hourly. At Sandy Hook and Horseshoe the bay is covered with ice as far as the eye can reach.

FROZEN IN.

The steamer Jesse Hoyt and the Herald yacht are frozen in at the New Jersey Southern Railroad dock. The latter tried to get out this afternoon, but had to return after getting two or three hundred yards. There are in sight fast in the ice three schooners, two sloops and two tugs. The embargo is caused by the wind blowing the drift ice from New York Bay into the Horseshoe, where the intense cold freezes it into a solid mass four or five feet thick.

DAMAGE TO PLANTS IN HOT HOUSES.

ASBURY PARK, N. J., Jan. 3, 1879. since yesterdby evening. The thermometer is 5 degrees below zero. There has been considerable damage to plants in hot houses by the sudden freeze. There is some anxiety here and at Long Branch about the water supply in case of fire. The wells and cisterns are frozen.

CROSSING THE HUDSON WITH HEAVY TEAMS-NEW YORK CENTRAL TRAINS.

POUGHKEEPSIE, N. Y., Jan. 3, 1879. The gale and cold continues, and by to-morrow every ferry route above New York city will be abandoned. At all points above here people cross the river on the ice, and at Rhinebeck and north of that place teams cross on the ice.

Railroad telegrams report more serious detention

of trains on the New York Central Railroad, West of Rochester the running of all trains has been abandoned, and west of Utica to Buffalo the situation abandoned, and west of Utica to Buffalo the situation is worse than during the last storm. Two trains run off the track to-day, but no one was injured. No passenger trains have arrived at Albany from the West since last night. The through mais are forty-cight hours late and none are expected until late to-morrow. The fast mail for the West, which should have left New York at half-past seven o'clock to-night, has been discontinued, as it is known it cannot get through. All passenger trains for New York are made up at Albany.

NO TRAINS FROM THE WEST AT ALBANY. ALBANY, Jan. 3, 1879.

RAILROADS ABANDONED NEAR OSWEGO. OswEGO, N. Y., Jan. 3, 1879. The storm which commenced yesterday is the worst of the season. All the railroads have been abandoned. The snow is four feet deep in the country.

REPORT FROM SYRACUSE-A TRAIN MEETS WITH

A SLIGHT ACCIDENT. [BY TELEGRAPH TO THE HERALD.]

Syracuse, N. Y., Jan. 3, 1879.
One of the fiercest snow storms ever known in this region has been raging here since an early hour Thursday morning. The railroads centring in this city are all encountering great difficulty on achas suspended travel, a passenger train having been snow bound at a station called Lamson's since Thursday. No trains have run on the Northern road since Thursday noon. The trains which left this city at that time has become buried in a large snow bank between Clay and Browerton stations, where it still remains. The passengers are offering fabulous sums for conveyance by team back to this city, a distance of about twenty miles. Food is furnished by the country folk.

AN ACCIDENT.

No trains have arrived or departed on the New York Central Bailroad to-day, except a special, which was sent East at noon, on board of which was Assemblyman Thomas C. Alvord, who was bound for Albany. This train was drawn by two engines. At (Canastota the leading locomotive became detached, and shot ahead into a snowdrift. The train followed and a collision ensued, the result being a partial demolition of both engines and the destruction of an express car with its contents.

James Van Voorst, the engineer of the leading engine, is reported injured. The Binghamton Bailroad is biockaded. The New York express due here at twenty minutes to six this morning, is fast in the snow at Preble, twenty miles from this city. The storm is still raging at this writing—eleven P. M.

[BY TELEGRAPH TO THE HERALD.]

A heavy snow storm began last night in this sec tion and continues with unabated fury, the wind piling and packing up the snow in every possible been suspended, the officers allowing no trains to leave Rochester or Buffaio to-day. At Spencerport two freight trains are snowbound, hedged

UTICA, N. Y., Jan. 3, 1879. nearly on ti freight trains are runnin was snowed in hear Canastota, and only reaches
Syracmae about eleven P. M. The train leaving New
York at 10:30 A. M. reached here half an hour late
and combined with that which left New York at 8:30
A. M. The combined train was held here until nime
P. M. on account of a snow plough being buried in the
drifts at Whitesboro. No other train will go
West until the arrival of the Chicago Pacific Express,
which left New York at half-past eight to-night.
The storm was more flerce between Utica and Syracuse. The St. Louis Express did not come through
this morning, but an accommodation train from
Syracuse was on time.

The storm which commenced yesterday morning in this section is more severe in extent than the pretirely suspended. Snow ploughs are of little use as the drifts fill in as fast as clearances are made. On the New York Central road no trains are moving

to-day from here. Several passenger trains are de

The Ningara Falls and Lockport trains are stalled at North Buffalo Junction.

The Eric Railway generally is blocked. The last train came in at one o'clock this morning. The force of the storin extends from Castile to this Place. On the Lake Shore Railroad the snow is very deep in the vacinity of Dunkirk. No trains have started from here to-day. The last train on that road came in at about ten o'clock last night.

A traia on the Bunfaio and Jamestown Railroad is stalled at Gowanda, the track being in a bad condition further on. Efforts are being made-to bring it in. The Canada Southern is running trains from Eric street irregularly.

The Grand Trunk trains have been generally abandoned.

doned.

It is still snowing slightly, but blowing hard. The snow is drifting badly. It is intensely cold, the thermometer ranging at about zero. Several cases of suffering have been reported, but no fatal ones at this writing.

THE SCHUYLKILL PROZEN OVER, · PHILADELPHIA, Pa., Jan. 3, 1879.

In this city the thermometer went down as low as 3 degrees below zero during the night and at noon today registered 7 degrees above.

At the United States Signal Office, from all parts of the State reports of intense cold are received, the thermometer at an early hour ranging from 4 degrees below at Harrisburg to 8 below at Pottsville. At Wilmington, Del., the mercury showed 5 degrees

below zero.

At five o'clock this morning the thermometer at Germaniown marked 6 degrees below, a fall of 40 egrees since noon yesterday.

The harbor here is full of ice, but is kept open by

he iceboats. The Schuylkill River is completely frozen from its

TOO COLD FOR BUSINESS AT EASTON. [BY TELEGRAPH TO THE HERALD.] EASTON, Pa., Jan. 3, 1879.

To-day has been the coldest that has been know in Easton for many years. The thermometer fell to 8 below zero. Business has been almost sus-pended.

> ANOTHER VICTIM OF THE COLD. WILKESBARRE, Pa., Jan. 3, 1879. o'clock this morning the thermometer

STORM AMID THE ALLEGHANIES,

ALTOONA, Ps., Jan. 3, 1979.

is a blockade upon the railroads and trains are considerably delayed. The thermometer marks 14 degrees below zero. THE LAKE SHORE ROAD BLOCKADED.

[BY TELEGRAPH TO THE HERALD.] ERIE, Pa., Jan 3, 1879. The Lake Shore road, between Buffalo and Cleve land, is blocksded. No trains have arrived from the East since last night. Three freight trains are snowed in between Dunkirk and Angola. Four passenger trains arrived from the West to-day. The trains were abandoned here. On the Philadelphia and Erie trains are blocked.

PITTSBURG, Pa., Jan. 3, 1878 The Signal Service Office reports the lowest temerature during the past twenty-four hours at 7 degrees below zero. In more exposed parts of the city it fell to 21 degrees below zero. There is great de-tention of travel on railroads, particularly on the Pennsylvania Central, from the severe weather.

COLD IN CHICAGO AND THE NORTHWEST-SUF-FERING OF THE POOR.

CHICAGO, Jan. 3, 1879. The temperature after midnight gradually lowered until this morning the mercury stood 22 degrees be low zero in exposed places in the city. Several cases of freezing are reported, but only one was fatal.

continued and severe, with the thermometer recording from 15 to 30 degrees below zero.

Trains are delayed on all the roads, but no accidents of importance have occurred.

The poor are suffering considerably, but active efforts are being made by the Relief Society to relieve the destitution and discomfort.

St. Louis, Jan. 3, 1879.

The weather is intensely cold, the mercury show-

ing 18 degrees below zero.

YARRTON, Jan. 3, 1879. The thermometer registered 26 degrees below zero clear and there is no wind. Numerous cases of frozen ears, hands, feet and noses are reported. Trains on the Dakota Southern Railroad have not moved to-day, all the locomotives having been dis-abled by freezing.

STEAMERS DETAINED AT NEWPORT. Newport, R. I., Jan. 3, 1879.

The cold wave reached here during the night.

At daylight the thermometer indicated 3 degrees steamer Newport, unable to go to New York, has re-turned to Fall River. The Old Colony came through on time from New York, but owing to the gale was prevented from touching here. Her passengers and freight arrived here by train at noon from Fall River.

COLD ALONG THE SOUND, New London, Conn., Jan. 3, 1879. The Signal Station thermometer, in an exposed position, registered 10 degrees above zero at midnight, 3 above at half-past seven A. M., 2 above at eight A. M. and 8 above at half-past twelve P. M. A brisk west wind is blowing. Catitionary and off-shore signals are displayed.

SNOW STORM AND GALE AT ST. JOHN, Sr. John, N. B., Jan. 3, 1879.

A snow storm has been raging here since ten o'clock last night. The wind during the night changed from northeast to south and blew a gale. No serious damage is reported yet.

SEVERE SNOW STORM AT MONTREAL. MONTREAL, Jan. 3, 1879. The snow storm yesterday and last night was the most severe of the season. All trains due here this morning were several hours behind time.

NEW YORK STEAMERS DISCONTINUED ON ACCOUNT OF THE ICE. [BY TELEGRAPH TO THE HERALD.]

Nonvolk, Va., Jan. 3, 1879. The Bay line steamers will discontinue daily trips to-morrow on account of the ice in the Chesapeake.

several days ago.

The Philadelphia steamers are running yet, but only the New York steamers are making regular time. The temperature is bitterly cold, and the thermome-

[BY TELEGRAPH TO THE HERALD.]

ANNAPOLIS, Md., Jan. 3, 1879. The polar wave arrived here vesterday afterno and it has been blowing great guns since last night 2 degrees below zero at seven this morning. At o o'clock to-day the thermometer was at 4 degree

JACK FROST'S VISIT TO THE OLD DOMINI RICHMOND, Va., Jan. 3, 1879

The cold snap set in here last evening. The thermometer at sunrise this morning indicated 7 degrees above zero, a fall of 40 degrees since three o'clock

prevailed during the past twenty-lour hours.

1MES RIVER PROZES.

The James River, which has been only navigable for steamers for several days, closed to-night. The New York steamer Wyanoke and the Philadelphia steamer Pioneer left here this morning. The thermometer at midnight was eight degrees above zero.

INTENSE COLD IN TENNESSEE. Мемриів, Јап. 3, 1879. The weather is extremely cold. The thermometer this morning at daylight had fallen to 6 degrees above zero. The river is filled with floating ice, making navigation above this point hazardous.

COLUMBUS, Jan. 3, 1879.

The weather is intensely cold, and a high wind MIDNIGHT WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICES
WASHINGTON, Jan. 4—1 A. M.

For the South Atlantic States, rising barome tationary temperatures, northwest winds, partly

For the Gulf States, northerly winds, stationary temperature, increasing cloudiness, possibly fol-towed by sleet or rain in the Southwest, slightly

higher pressure. For Tennessee and the Ohio Valley, the Upper Mis sissippi and Lower Missouri valleys, stationary or higher temperatures, stationary followed by lower parometer, northwest to southwest winds,

partly cloudy weather.

For the upper lake region, stationary, followed by falling barometer, warmer, cloudy or hazy weather

diminishing northwest winds. For the lower lake region and the Middle Atlantic States, diminishing north and west winds, backing to southwest, stationary or slightly higher temperature, rising barometer, clear weather, and over the low For New England, rising barometer, stationary or

wer temperature, partly cloudy weather and west For the Pacific States, increasing cloudiness, and in

he North Pacific possibly light rains.

The rivers will generally fall, when not frozen. Cautionary signals continue at Lewes, Grand Ha-en, Milwaukee and Ludington.

Cautionary off-shore signals continue at Indianola, Jalveston, Port Eads, Mobile, Macon, Cape Lookout, Cape Hatteras, Kitty Hawk, Cape Henry, Norfolk, Baltimore, Cape May, Atlantic City, Barnegat, Sandy Hook, New York, New Haven, New London, Newport, Wood's Hole, Boston, Section 8, Portland, Section

The following record will show the changes in the emperature for the past twenty-four hours, in comparison with the corresponding date of last year, as

KILLING NOT MURDER.

CRIMINAL INTIMACY WITH THE WIFE OF THE ACCUSED HELD TO JUSTIPY HOMICIDE, [BY TELEGRAPH TO THE HERALD.]

HARRISONBURG, Va., Jan. 3, 1879 was to-day acquitted of the murder of an old negro named Pete Slaughter, which occurred by shooting in the eastern portion of this county, near the She andoah River, on the 17th of November last.
Pete had lived off and on with Esquire Jimmie D
whose daughter Snyder married about two mo
previous to the homicide. In the course of
trial it was proven that Old Pete had
on terms of criminal intimacy with

## PLYMOUTH PRAYER MEETING.

"If you have not been on Litchfield Hill and spent a winter there," said Mr. Beecher last night to the small audience in the lecture room of Plymouth Church, "you don't know what winter is. My boy-Church, "you don't know what winter is. My boy-hood was spent there, and in my father's house I had a room that had an aspect both to the north and west, so that I got all that was discomforting. I have many times woke in the morning with the snow drifting into the room and a pretty large drift at the foot of the bed. You know nothing of alacrity, either, unless you have stepped out of bed into a layer of snow, it feels like moss. We have had to dig down in the well many a time through the ice to get the bucket, down, and when the cistern water was so frozen that it could not be used I have, when a boy ten years old, driven two miles to the brook and brought water home for the folks to wash with. I know, therefore, what it is to live a hard life, although I may be a little dainty now. These experiences served me well when I lived in the frontier States, in the early years of my ministry, and was poor and had to do many things which required great endurance and self-denial. I remember once on the prairies my horse's shoe coming off, and when I reached an abandoned blacksmith's shop I set the furnace going, looked sround for an old shoe, found one and put it on my horse's foot. When I came to the nearest town I went to a farrier. He looked at it and said it was rather rough work, but that if he were me he would let it stop on. I always thought that was the best compliment I ever received in my life. I know all about building fires, of course. I can knit mittens, suspenders, and do a great many things in that direction. I know enough about surgery to cut a man's leg off, and would do it to save his life. Indeed, I sometimes reel that I could cut some men's heads off if they wanted me to. (Laughter.) I mention these things to show to you that many seeming hardships are of incalculable value to us in after life, and that which we value the most is often obtained by us through a discipline that fastens itself so completiely on our nature that we never forget it.

Mr. Beecher concluded with some reminiscences of his f hood was spent there, and in my father's house I had

## TALMAGE'S TALK.

"Coming here to-night." said Rev. Mr. Taimage last evening at the regular weekly prayer meeting of the Brooklyn Tabernacle, "has been an arctic expedition. Our sympathies should extend to-night to the stage and car drivers; to the pilots and sailors; we are here in comfort while they are beating their hands and feet to keep the olood in circulation. Blessed be God for winter—the hearty, roaring winter. I congratulate you that the gold that was fashed in offensive pomp throughout the money markets of this country has been taken down a bit and shown to be no better than other values. The late civil war ended last Wednesday. When Lee surrendered to Grant the war was not half over. It was carried from Virginia to the money markets all over the country. It has not only been a story of tears but of blood. With the resumption of specie payments comes the turning of the new leaf. In the future we are going to have plenty to eat and plenty to wear. The world has made another revolution from bad to everything that is good. The world has so long to exist, and when khocked out of existence the better. God has made the world beautiful, but man has been hacking at it until it is scarred up. It needs funigating, burning up. John Quincy Adams was in the habit of bowing courteounly, but never shaking hands. To some the custom of shaking hands is a meaningless one. Our bodies are filled with more or less magnetism and electricity, and when the hands clasp the lightning strikes. What is more useful than an honeau Christian hand-shake? "With multitudes I shook hands on last Wednesday," said Mr. Talimage, "and I shake hands with the wirele world to-night."

The usual devotional exercises followed,